



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

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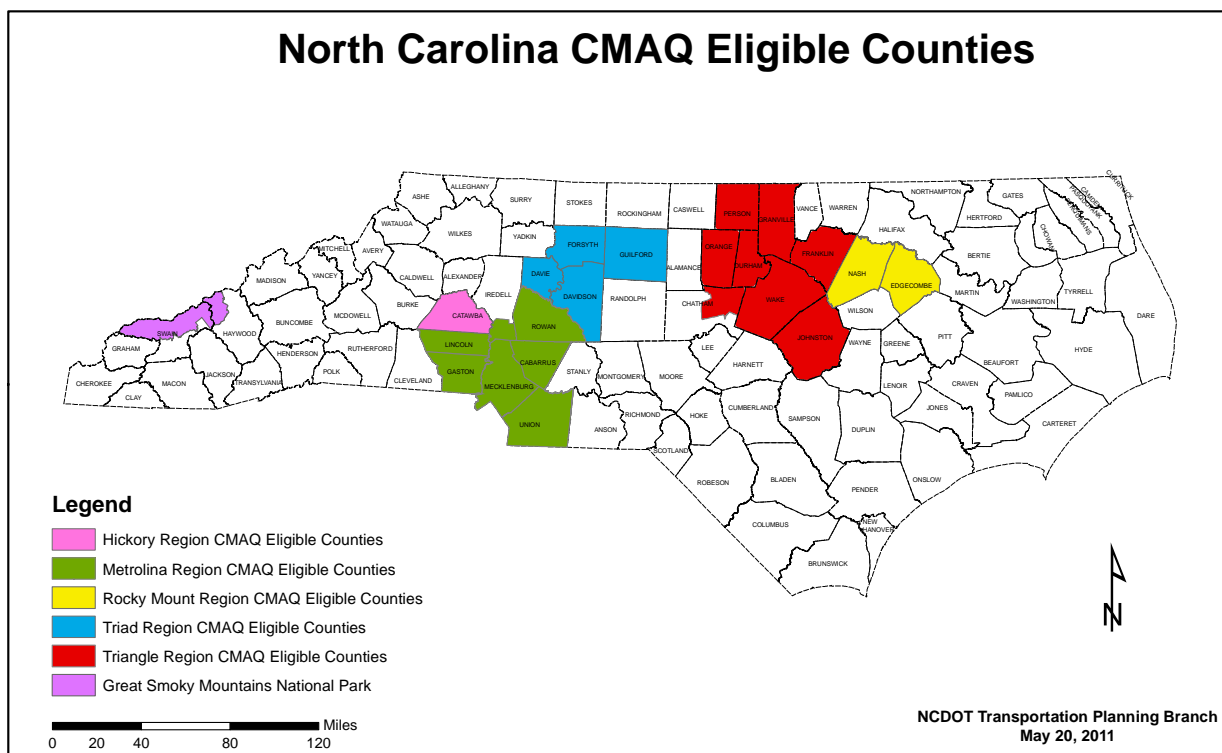
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# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

## Background

Congestion Mitigation & Air Quality (CMAQ) is a federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for pollutants. In North Carolina, the current criteria pollutants are ozone, carbon oxide and particulate matter. As shown on the map below, there are 24 counties in North Carolina currently eligible for CMAQ funding.



CMAQ was initially authorized as part of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and further continued in the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The program is jointly administered by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in consultation with the Environmental Protection Agency (EPA). Federal CMAQ guidance can be viewed [here](#).

CMAQ funding is apportioned to North Carolina based on the population in non-attainment and maintenance areas of the state and the severity of the air quality problem. These funds are not included in North Carolina's Equity Formula.

While the CMAQ program is federally funded, no national standard or set of regulations exists for how a CMAQ program should be structured and operated at the State or MPO level. It is intentionally left to the State or MPO to develop and operate a program that best responds to local and regional needs. An open and



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accessible CMAQ process provides citizen groups with a good introduction to the transportation planning process because many CMAQ projects deal with quality-of-life issues on which these groups work.

The North Carolina Department of Transportation (NCDOT) manages the State's CMAQ program.

## History of NC's CMAQ Program

Prior to 2004, the application of CMAQ funding to transportation improvement projects was an ad-hoc process – NCDOT would program CMAQ funding for eligible projects as needed.

In 2004, NCDOT modified the process for selecting and funding CMAQ projects in order to facilitate coordination and cooperation with North Carolina's Metropolitan and Rural Planning Organizations (MPOs and RPOs). The revised process involved NCDOT issuing a call for projects to be locally administered within North Carolina's non-attainment and maintenance counties. The anticipated North Carolina CMAQ authorization was allocated to eligible MPO/RPOs, with a portion reserved for projects with statewide benefits. The allocation formula used mimicked the federal apportionment formula and was approved by the Board of Transportation. The project selection process was performed cooperatively by an interagency review committee comprised of representatives from NCDOT (Transportation Planning and Program Development); North Carolina Department of Environment & Natural Resources (Division of Air Quality); FHWA and FTA; and MPO/RPOs (presiding presidents from NCAMPO and NCARPO). This committee reviewed projects based on the CMAQ eligibility rules, emissions benefits, cost and other applicable criteria and recommended projects to the Board of Transportation. The committee reviewed both statewide and local projects. Statewide projects were projects that benefited multi-jurisdictions (more than one air quality region) and had true statewide benefits that could not be considered local projects. Statewide projects were evaluated by air quality emissions benefits and cost. Local projects were projects awarded within eligible counties at the MPO/RPO level from a selection of candidate projects submitted by local project sponsors up to the target yearly allocation for the MPO/RPO. Local projects were evaluated by air quality emissions benefits, MPO/RPO priorities and cost and required endorsement by the affected MPO/RPO. This process was used to develop the CMAQ program for the 2006 – 2012 State Transportation Improvement Program (STIP).

In 2008, NCDOT modified the CMAQ process to improve upon its functionality and to align better with the goals and mission of the Department. The revised process retained many aspects of the 2004 process, but incorporated the following modifications:

- Aligned CMAQ program development with the Project Prioritization and STIP update cycles.
- Since projects were vetted through the MPO/RPO processes, the interagency review was streamlined to include only those agencies necessary to determine the CMAQ eligibility of proposals submitted by the MPOs/RPOs. The resulting interagency review team (IRT) includes FHWA, FTA, EPA and the NCDAQ.
- Implemented a minimum cost threshold of \$100,000 for individual CMAQ projects to help address project management issues.
- Established a final deadline for MPOs/RPOs to identify CMAQ proposals for available funding to help ensure timely use of CMAQ funds. Any CMAQ funds not programmed by the final adoption of the STIP would revert back to the overall balance of CMAQ funding and be reallocated per the allocation formula for the next STIP update cycle.



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This process was utilized to develop the CMAQ program for the 2011 – 2017 STIP. In addition, two special efforts were implemented to address programming unallocated funds from the 2004 Call for Projects and to address the 100% CMAQ funding allowed by the 2007 Federal Energy Independence and Security Act (Energy Act).

In 2010, NCDOT modified the CMAQ process again so that it would align with the overall Departmental focus on managing investment strategies by tier and to better protect North Carolina's CMAQ obligation authority from future federal rescissions. This refined the breakdown of CMAQ funding into three broad categories – statewide, regional and subregional. In addition, the years for programming CMAQ projects were slightly modified to align with the Department's 5-Year Work Plan and MPO/RPOs were required to submit their CMAQ requests via the NCDOT Project Priority Template. These revisions were used to develop the CMAQ program for the 2012 – 2018 STIP.

## Current Guidelines for CMAQ Program

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The following guidelines represent those approved by the Board of Transportation in 2008, as amended to incorporate current NCDOT practices.

### Breakdown of North Carolina's CMAQ Apportionment

North Carolina's CMAQ funding apportionment is divided into three levels – statewide, regional and subregional.

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#### Statewide CMAQ

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Statewide CMAQ funds are administered by NCDOT and are awarded to prioritized NCDOT-driven CMAQ eligible projects either on a statewide tier facility or involving a system wide improvement within nonattainment and maintenance areas. Statewide CMAQ funds are not subject to regional or subregional allocations or the allocation formula. This category accounts for 35% of the total North Carolina CMAQ apportionment.

Statewide CMAQ projects typically consist of large-scale improvements such as major signal system implementation or upgrades, major intercity rail or transit projects, etc. NCDOT provides all or part of the required match, depending on the type of project and its location (for example, the affected City may be asked to provide a portion of the match for signal system improvements).

Statewide CMAQ applications are submitted by NCDOT Highway and Modal Divisions or by MPO/RPOs in coordination with NCDOT Highway and Modal Divisions. (Applications submitted without coordination and agreement from the appropriate NCDOT Highway/Modal Division are not considered for statewide CMAQ funding).

A list of qualitative and quantitative criteria is applied to all eligible statewide CMAQ applications to determine a prioritized rank order. The ranked list is submitted to NCDOT Senior Management to determine the final list of statewide CMAQ projects to be programmed in the STIP.



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## Regional CMAQ

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Regional CMAQ funds are locally-administered and awarded to projects spanning more than one air quality region that cannot be considered subregional projects. Air quality regions are Catawba, Great Smoky Mountains National Park, Metrolina, Rocky Mount, Triad and Triangle. Regional CMAQ projects require endorsement by the affected RPOs and approval by the affected MPOs. The local project sponsor is responsible for providing the required match. This category accounts for 5% of the total North Carolina CMAQ apportionment.

Regional CMAQ projects typically consist of improvements such as new regional transit service routes between regions (such as the Triad and the Triangle); programs to promote advanced fuel technologies in all non-attainment or maintenance areas; programs to advance awareness of air quality through education in all non-attainment or maintenance areas; etc.

Regional CMAQ applications are submitted by partnering MPOs and/or RPOs, NCDOT Highway and Modal Divisions, or Regional Project Sponsors.

[A list of qualitative and quantitative criteria](#) is applied to all eligible regional CMAQ applications to determine a prioritized rank order. The ranked list is submitted to NCDOT Senior Management to determine the final list of regional CMAQ projects to be programmed in the STIP.

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## Subregional CMAQ

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Subregional CMAQ funds are locally-administered and awarded at the MPO/RPO level to projects within eligible counties. The local project sponsor is responsible for providing the required match and meeting federal funding requirements. This category accounts for 60% of the total North Carolina CMAQ apportionment.

Subregional CMAQ projects typically consist of improvements such as increasing pedestrian travel through the construction of sidewalks; new local transit service routes; alternative fuel transit or passenger vehicle purchases; intersection improvements including turn lanes and roundabouts; etc.

Subregional CMAQ funding is further broken down by eligible MPO/RPO based on the following formula that accounts for the population within nonattainment/maintenance counties and the severity of air quality pollutants within those areas:

$$\begin{array}{ccccc} \text{Yearly} & = & \frac{\text{Factored Population for MPO/RPO}}{\text{Total Statewide AQ Area Population NCCMAQ}} & * & \text{Total Yearly} \\ \text{MPO/RPO CMAQ} & & & & \\ \text{Target} & & & & \text{Allocation} \end{array}$$

A minimum yearly target is guaranteed for any MPO/RPO whose calculated yearly target is less than \$50,000. These funds are allocated from the statewide CMAQ target. This ensures that each MPO/RPO can program at least one CMAQ project that meets the \$100,000 minimum project amount during the STIP update cycle.

The prioritization of subregional CMAQ projects is completed at the local level at the discretion of the MPO/RPO. MPO/RPOs are asked to rank order their subregional CMAQ needs based on the anticipated air quality emissions benefits, cost of construction or implementation and/or priorities of the MPO/RPO. These



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priorities are used to balance requested subregional CMAQ projects against actual funding obligated by the FHWA.

## CMAQ Project Requirements

The following requirements apply to all CMAQ projects:

- **Federal & state project requirements**

Since the CMAQ program is funded by the Federal Highway Administration (FHWA), all CMAQ projects must follow federal laws and regulations. In addition, all CMAQ projects must follow the NCDOT specifications for construction, where applicable. The NCDOT [Local Programs Management Handbook](#) explains these requirements.

- **Eligible areas**

CMAQ funds may only be expended within current air quality nonattainment and maintenance areas, as listed in the following table. Counties marked with an asterisk (\*) are only partially designated non-attainment or maintenance; CMAQ projects within these counties must be within the non-attainment or maintenance portion of the county.

CMAQ Eligible Counties					
Cabarrus	Davie	Franklin	Haywood*	Mecklenburg	Rowan
Catawba	Durham	Gaston	Iredell*	Nash	Swain*
Chatham*	Edgecombe	Granville	Johnston	Orange	Union
Davidson	Forsyth	Guilford	Lincoln	Person	Wake

- **Eligible project types**

Eligible project types are defined in the [Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Final Program Guidance](#).

- **Limits of funding for alternative fueled vehicle purchases** – Federal guidance limits the use of CMAQ funding for the purchase of alternative fueled vehicles for general governmental use. CMAQ funding may only be applied to the cost differential between a conventional vehicle and an alternative fueled vehicle when that vehicle is intended for general governmental use. The NCDOT Transportation Planning Branch can provide more guidance for specific projects and instruction on how to determine the cost differential, if needed.

- **Minimum project cost** – Individual project proposals will be subject to a minimum cost threshold of \$100,000, including local match.

## Project Request Submittal Process

Requests for CMAQ projects are accepted in conjunction with the NCDOT Prioritization and STIP Development Processes.





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## Statewide CMAQ Proposals

Statewide CMAQ proposals are submitted by NCDOT Highway/Modal Division offices or by MPO/RPOs when working in cooperation with NCDOT Highway/Modal Divisions (heretofore referred to as “submitter”).

Statewide CMAQ proposals are submitted via Partner Connect using the following guidelines:

- **CMAQ application** – All statewide CMAQ proposals require a completed CMAQ application and supporting documentation, including detailed information on the calculation of anticipated emissions reductions. This information is necessary to adequately determine the CMAQ eligibility of each proposal based on federal guidance.

A copy of the current CMAQ application may be downloaded in Microsoft Word format from the [NCDOT E-forms database](#) (search for “CMAQ”). The current application must be used for all project proposals. The complete CMAQ application, including all supporting documentation, is saved as a single PDF file. Incomplete applications or applications that do not use the most recent form are returned for correction.

- **Submitter review** – The statewide CMAQ proposal submitter reviews each application to ensure that all required information is included; that requested funding reflects the appropriate required local match; and that applications do not contain errors. Applications that are missing information, do not reflect the appropriate funding match and/or contain errors will be returned for correction. Applications that are not corrected in a timely manner are not considered further.
- **MPO/RPO endorsement & approval** – Statewide CMAQ proposals do not require MPO/RPO approval. However, final statewide CMAQ projects must be included in the TIP for all associated MPOs.
- **Other requirements** – Requirements specific to the current NCDOT Prioritization and STIP Development Processes can be found [here](#).

## Regional CMAQ Proposals

Regional CMAQ proposals are submitted by NCDOT Highway/Modal Division offices, by MPO/RPOs or by outside governmental agencies (heretofore referred to as “submitter”). Regional CMAQ proposals are submitted via Partner Connect using the following guidelines<sup>1</sup>:

- **CMAQ application** – All regional CMAQ proposals require a completed CMAQ application and supporting documentation, including detailed information on the calculation of anticipated emissions reductions. This information is necessary to adequately determine the CMAQ eligibility of each proposal based on federal guidance.

A copy of the current CMAQ application may be downloaded in Microsoft Word format from the [NCDOT E-forms database](#) (search for “CMAQ”). The current application must be used for all project proposals. The complete CMAQ application, including all supporting documentation, is saved as a single PDF file. Incomplete applications or applications that do not use the most recent form are returned for correction.

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<sup>1</sup> Only NCDOT and MPO/RPOs have access to Partner Connect. Therefore, outside governmental agencies wishing to submit CMAQ proposals should contact the NCDOT Transportation Planning Branch for further instruction.



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- **Submitter review** – The regional CMAQ proposal submitter reviews each application to ensure that all required information is included; that requested funding reflects the appropriate required local match; and that applications do not contain errors. Applications that are missing information, do not reflect the appropriate funding match and/or contain errors are returned for correction. Applications that are not corrected by and established deadline are not considered further.
- **MPO/RPO endorsement & approval** – Regional CMAQ proposals do not require MPO/RPO approval. However, final statewide CMAQ projects must be included in the TIP for all associated MPOs.
- **Other requirements** – Requirements specific to the current NCDOT Prioritization and STIP Development Processes can be found [here](#).

## **Subregional CMAQ Proposals**

MPO/RPOs coordinate with their local jurisdictions to develop a prioritized list of proposed subregional CMAQ proposals and submit these proposals to NCDOT via Partner Connect using the following guidelines:

- **CMAQ application** – All subregional CMAQ proposals require a completed CMAQ application and supporting documentation, including detailed information to document the calculation of anticipated emissions reductions. This information is necessary to adequately determine the CMAQ eligibility of each proposal based on federal guidance.

A copy of the current CMAQ application may be downloaded in Microsoft Word format from the [NCDOT E-forms database](#) (search for “CMAQ”). The current application must be used for all project proposals. The complete CMAQ application, including all supporting documentation, is saved as a single PDF file. Incomplete applications or applications that do not use the most recent form are returned for correction.

- **MPO/RPO review** – MPO/RPO staff reviews each subregional CMAQ application to ensure that all required information is included; that requested funding reflects the appropriate required local match; and that applications do not contain errors. Applications that are missing information, do not reflect the appropriate funding match and/or contain errors are returned for correction. Applications that are not corrected by an established deadline are not considered further.
- **MPO/RPO prioritization** – Subregional CMAQ proposals are prioritized by the associated MPO/RPO. The priority number is included on the CMAQ application. MPO/RPOs may select evaluation criteria as they see fit, but criteria should include anticipated air quality emissions benefits, cost of construction or implementation and/or priorities of the MPO/RPO. These priorities are used to balance requested CMAQ projects against actual funding obligated by the FHWA.
- **Other requirements** – Requirements specific to the current NCDOT Prioritization and STIP Development Processes can be found [here](#).





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## **Interagency Review**

Federal CMAQ guidance requires consultation with air quality agencies to develop an appropriate project list of CMAQ programming priorities. In North Carolina, this requirement is fulfilled through the interagency review of all proposed CMAQ projects. The IRT, comprised of NCDOT (Transportation Planning Branch), NCDENR (Division of Air Quality), EPA, FHWA and FTA, review all CMAQ proposals for eligibility.

In addition, CMAQ proposals are reviewed by the NCDOT Public Transportation Division (PTD) and the Highway Division Engineer (or designee) in the appropriate NCDOT Division. PTD reviews applications to identify those that are eligible for flexing to the FTA. Division Engineers conduct a “reality” review to identify concerns with proposed costs, schedules or implementation.



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## Statewide & Regional CMAQ Evaluation Criteria

The following criteria are currently being applied to all eligible statewide and regional CMAQ applications to determine a prioritized rank order. The ranked list is submitted to NCDOT Senior Management to determine the final list of statewide and regional CMAQ projects to be programmed in the STIP.

- **Pollutant Reduction (25 points maximum)** – How many kilograms of the criteria pollutants or their precursors will be displaced over the lifetime of the proposed project? This is calculated by summing the yearly reductions of CO, NO<sub>x</sub>, and VOC reductions and multiplying this sum by the number of years in the project lifecycle, as follows:

$$\text{Pollutant Reduction} = \left[ \text{CO Reduction} + \text{NO}_x \text{ Reduction} + \text{VOC Reduction} \right] \times \text{Project Lifecycle}$$

The following are common lifecycles:

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Improvement Types	Lifecycle in Years
Bicycle projects	20
HOV/HOT Lanes	20
Pedestrian projects	20
Suburban carpool park-and-ride lots	20
Bus Purchase for New Service	12
Intersection Improvements	10
ITS Capital Improvements	10
Signal Coordination and Improvements	10
Telecommuting Centers	10
TMOs/TMAs	10
Truck Stop Electrification	10
Vanpool/Shuttles	8
Replacement of Old Buses	5
Retrofit Technology	5
ITS Operations Improvements	3
Advocacy / Education	Length of funding
TMO & TMA	Length of funding
Transit Operations	Length of funding

Points are awarded as follows:

- 100,000 or more kilograms removed = 25 points
  - 75,000-99,999 kilograms removed = 20 points
  - 50,000-74,999 kilograms removed = 15 points
  - 10,000-49,999 kilograms removed = 10 points
  - Less than 10,000 kilograms removed = 5 points
- **Project Cost Effectiveness (25 points maximum)** – What is the cost per kilogram of pollutant removed over the life of the project? This is calculated by dividing the total project cost (CMAQ + Match) by the Pollutant Reduction.

Points are awarded as follows:

- \$24.99 or less per kilogram removed = 25 points
- \$25.00-\$49.99 per kilogram removed = 20 points



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- \$50.00-\$99.99 per kilogram removed = 15 points
- \$100.00-\$199.99 per kilogram removed = 10 points
- \$200.00 - \$299.99 per kilogram removed = 15 points
- \$300.00 or more per kilogram removed = 5 points

- **Transportation Impact (20 points maximum)** - Will the proposed project improve the transportation system? Will it improve freight movement or non-single occupant vehicle (SOV) travel? Will the project address an identified non-vehicular safety issue? If it will reduce vehicular congestion, how much congestion does it eliminate in terms of hours of delay per day?

Points are awarded as follows:

- Promotes multimodal options, including freight movement = 5 points
- Improves vehicular, pedestrian or bicyclist safety = 2 points
- Reduces congestion = 3 points + 2 points for every 10 seconds of delay per vehicle calculated (up to 13 points total)

- **Innovation (10 points maximum)** – Will the proposed project result in the use of new technology or technology not currently implemented in the North Carolina?

Points are awarded as follows:

- Signal coordination of multiple (>3) signals = 10 points
- Gap closure projects = 10 points
- Traffic Operations System = 5 points
- HOV or managed lanes = 3 points
- Ramp metering = 3 points
- Other innovative technology = 3 points

- **Policy & Information Sharing (10 points maximum)** – Will the proposed project educate the public or community decision makers on how to improve air quality? Does the applicant attempt to make institutional change in organizations to reduce pollution?

Points are awarded as follows:

- Best practices to public and decision-makers = 5 points
- Institutional changes regarding air quality and transportation = 5 points

- **Consistency with Existing Plans (5 points maximum)** – Is the proposed project consistent with the MPO's long-range plan or the STIP in RPO areas? Does the project help address an issue identified in another local or Departmental plan?

Points are awarded as follows:

- Consistent with existing plans = 5 points
- Not consistent with existing plans = 0 points

- **Subjective Evaluation (3 points)** – Does the proposed project consider factors of overriding concern, including, but not limited to supporting economic development activities, promoting energy conservation, improving quality of life, leveraging other funds and promoting system management.

Points are awarded as follows:

- Considers any of these types of factors = 3 points



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- **SAFETEA-LU Priorities (2 points)** – SAFETEA-LU directs that priority be given to two categories of funding:
  - Diesel retrofits, particularly where necessary to facilitate contract compliance, and other cost-effective emission reduction activities, taking into consideration air quality and health effects; and
  - Cost-effective congestion mitigation activities that provide air quality benefits.

Points are awarded as follows:

- Diesel retrofit project = 2 points
- Cost-effective congestion mitigation activity is awarded points in “Transportation Impact” criteria



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## Additional Information for Prioritization 2.0 & 2014 STIP

- **MPO/RPO target allocations** – Due to federal funding uncertainty, NCDOT is unable to establish individual CMAQ target allocations for MPO/RPOs prior to the Partner Connect deadline. MPO/RPOs should submit project proposals to address their CMAQ needs for the FFY 2016 – 2017 period. Total CMAQ funding available will be finalized in early 2012 following the Investment Strategy Summits. NCDOT will use the assigned priorities (and coordinate with the MPO/RPO, as needed) to determine the final projects to be funded in the draft 2014 STIP.

*A suggested approach for developing CMAQ requests is to use past target allocations as a rough indicator of anticipated available funding. The history of CMAQ target allocations since 2006 can be viewed [here](#).*

- **Use of updated CMAQ application** – The NCDOT CMAQ application has recently been modified to capture additional details required for the development of new CMAQ projects. These additional details are as follows:
  - **Anticipated project delivery schedule** – The anticipated delivery date (month and year) for the completion major deliverables and the overall project is needed by NCDOT Local Program Management Office to develop local agreements for awarded projects. This information is requested in Section 7 of the updated CMAQ application.
- **Submission of proposals in Partner Connect** – Summary information and a complete application for each CMAQ proposal must be submitted by the MPO/RPO or NCDOT Highway/Modal Division in Partner Connect by October 31, 2011.

The following summary information will be required for entry directly into Partner Connect:

- **Local ID** – Optional local identifier for the proposal.
- **CMAQ Project Type** – CMAQ proposals may be Statewide CMAQ, Regional CMAQ or Subregional CMAQ. CMAQ Project Type is specified in Section 1 of the CMAQ application.
- **Mode** – CMAQ proposals should be classified by predominate mode: Highway, Bicycle & Pedestrian, Transit or Rail. Implementation proposals that are not mode specific should be entered as Highway (examples of these include TDM, ozone awareness, emission testing/improvements, etc.).
- **Goal** – CMAQ proposals should address one of two NCDOT goals - Mobility or Infrastructure Health. Infrastructure Health is applicable only for replacement transit vehicle proposals; all other proposals should be Mobility. Please see additional details on how NCDOT goals are defined [here](#).
- **Tier** – NCDOT Tier categorizes a route based on use and function. There are three tiers: Statewide, Regional and Subregional. Please see additional information regarding NCDOT's Tier classification system [here](#).



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- **Improvement Type** – Improvement Types applicable for CMAQ are as follows:
  - **Corridor Management** (Goal – Mobility) – an improvement to manage access or improve the operations along an existing corridor, such as ramp metering or access management improvements.
  - **Signal System** (Goal – Mobility) – an improvement to create or upgrade a citywide signal system or a signal system along a specific corridor, such as a closed-loop signal system.
  - **Intersection** (Goal – Mobility) – an improvement at a specific intersection, including construction of left-turn lanes or roundabouts.
  - **Traveler Services** (Goal – Mobility) – improvements which provide motorists additional information about their trip or assist motorists during their trip, such as regional multi-modal traveler information systems and incident management programs.
  - **Bicycle** (Goal – Mobility) – improvements that exclusively provide enhanced bicycle service, i.e. bicycle lanes.
  - **Pedestrian** (Goal – Mobility) – improvements that exclusively provide enhanced pedestrian service, i.e. sidewalks.
  - **Bicycle and Pedestrian** (Goal – Mobility) – improvements that provide enhanced bicycle and pedestrian service.
  - **Facility/Station** (Goal – Mobility) – improvements that provide new rail or transit facilities (e.g., lines, stations, terminals, transfer facilities) associated with new or enhanced rail or transit service.
  - **New Vehicle** (Goal – Mobility) – purchase of vehicles to support new transit operation or purchase of vehicles to support enhanced transit service.
  - **Technology** (Goal – Mobility) – any technology-based improvement.
  - **Fixed Guideway** (Goal – Mobility) – improvements that provide fixed guideways associated with new or enhanced mass transit service.
  - **Routine Capital** (Goal – Mobility) – operating assistance for new or expanded transit services
  - **Replacement Vehicle** (Goal – Infrastructure/Health) – purchase of vehicles to replace existing vehicles in the transit fleet.
  - **Track** (Goal – Mobility) – improvements that provide new rail lines associated with new or enhanced mass transit service.
  - **Track and Station** (Goal – Mobility) – improvements that provide new rail lines and station associated with new or enhanced mass transit service.
  - **Air Quality** (Goal – Mobility) – improvements that cannot be categorized as a previously listed improvement type.





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- **County** – County in which the proposal is located. If the proposal is located in more than one county, the second (and third, if applicable) county is shown under the “Second County” column (and “Third County” column, if applicable).
- **Division** - The number of the NCDOT Division in which the project is located. If the project is located in more than one Division, the second (and third, if applicable) Division is shown under the "Second Division" column (and “Third Division” column, if applicable).
- **First MPO/RPO, Second MPO/RPO, Third MPO/RPO** - The name of the MPO or RPO in which the project is located. If the project is located in more than one MPO or RPO, the second (and third, if applicable) MPO or RPO name is shown under the "Second MPO/RPO" column (and “Third MPO/RPO” column, if applicable).
- **Title** – Brief title of proposal that is included in Section 4 of the CMAQ application.

Examples:

- NCSU Park and Ride Lot
  - Triangle Transit Service to Holly Springs
- **Description** – Summary explanation of the type of work being proposed that is included in Section 4 of the CMAQ application.

Examples:

- Construct a new one-acre park and ride lot on NC State Centennial campus;
  - Provide funding to expand express bus service from Holly Springs to downtown Raleigh via Apex and Cary, including operating assistance and the purchase of new hybrid buses.
- **Costs** – Total funding for each phase of the proposal, as specified in Section 5 of the CMAQ application.
  - **MPO/RPO Priority** – Priority number assigned by the MPO/RPO to the proposal, as specified in Section 16 of the CMAQ application.

NCDOT will not accept subregional CMAQ proposals from individual localities or proposed project sponsors. All subregional CMAQ proposals are to be submitted in Partner Connect by the associated MPO/RPO.

- **Use of Unallocated Target Funding** – To protect North Carolina from CMAQ funding rescissions, the current process requires that any target allocation funding not programmed by the final adoption of the STIP would revert back to the overall balance of CMAQ funding and be reallocated per the allocation formula for the next STIP update cycle. For development of the CMAQ program in the 2014 STIP, the following will be implemented to further safeguard CMAQ funding from rescission:



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- After submitting the list of eligible CMAQ projects for inclusion in the draft 2014 STIP (anticipated March 2012), TPB will reconcile the Regional and Subregional CMAQ target allocations to the actual projects to be programmed.
- This balance will be made available to MPO/RPOs that have developed applications for additional CMAQ proposals that will be ready for a quick turnaround solicitation.
- Partner Connect will be opened for a two-week period to accept required summary information and full CMAQ applications (saved as a single PDF document).
- TPB will facilitate the required interagency review of submitted applications and will use the Statewide & Regional CMAQ Evaluation Criteria to prioritize eligible proposals.
- The highest ranked priorities will be funded up to the available balance and included in the final 2014 STIP.

Please note that, in order to take advantage of this opportunity, it is critical for MPO/RPOs to have complete CMAQ applications that have been vetted through their local processes at the time of the announcement. Additional time will not be permitted to present the CMAQ proposals to local/MPO/RPO board for approval prior to submittal in Partner Connect.

- **Working Schedule** – The current schedule for CMAQ proposal submission, review and approval is as follows:

<b>October 1 – 31, 2011</b>	MPO/RPO and NCDOT Highway/Modal Divisions submit CMAQ summaries & applications via Partner Connect
<b>November 1 – 30, 2011</b>	NCDOT reviews applications
<b>December 1, 2011 – January 31, 2012</b>	IRT reviews applications
<b>January 1, 2012 – February 28, 2012</b>	CMAQ funding levels determined/Follow-up coordination
<b>March 2012</b>	TPB submits CMAQ list for Draft 2014 STIP; Reconciliation of Regional & Subregional CMAQ target allocations to the actual projects to be programmed; Solicitation of additional proposals for reconciled CMAQ funding
<b>Summer 2012</b>	Draft 2014 STIP released
<b>Summer 2013</b>	Final 2014 STIP adopted



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## History of Subregional CMAQ Target Funding Allocations

<b>MPO/RPO</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
Burlington-Graham MPO	32,063	32,063	32,063	32,063	32,063
Cabarrus-Rowan MPO	1,009,426	1,009,426	1,009,426	1,009,426	1,009,426
Capital Area MPO	2,725,163	2,725,163	2,725,163	2,725,163	2,725,163
Durham-Chapel Hill-Carrboro MPO	1,333,200	1,333,200	1,333,200	1,333,200	1,333,200
Gaston MPO	626,162	626,162	626,162	626,162	626,162
Greensboro MPO	1,235,628	1,235,628	1,235,628	1,235,628	1,235,628
Hickory MPO	476,596	476,596	476,596	476,596	476,596
High Point MPO	663,485	663,485	663,485	663,485	663,485
Kerr Tar RPO	526,605	526,605	526,605	526,605	526,605
Lake Norman RPO	692,963	692,963	692,963	692,963	692,963
Land of Sky RPO	175,296	175,296	175,296	175,296	175,296
Mecklenburg Union MPO	3,497,850	3,497,850	3,497,850	3,497,850	3,497,850
NW Piedmont RPO	149,800	149,800	149,800	149,800	149,800
Piedmont Triad RPO	325,673	325,673	325,673	325,673	325,673
Rocky Mount MPO	230,409	230,409	230,409	230,409	230,409
Rocky River RPO	75,627	75,627	75,627	75,627	75,627
Southwestern RPO	42,071	42,071	42,071	42,071	42,071
Triangle RPO	91,306	91,306	91,306	91,306	91,306
Unifour RPO	74,996	74,996	74,996	74,996	74,996
Upper Coastal Plain RPO	633,175	633,175	633,175	633,175	633,175
Winston-Salem MPO	1,382,506	1,382,506	1,382,506	1,382,506	1,382,506

<b>MPO/RPO</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Burlington-Graham MPO	32,063	32,063	71,441	73,173	74,465
Cabarrus-Rowan MPO	1,009,426	1,009,426	1,958,195	2,005,662	2,041,067
Capital Area MPO	2,725,163	2,725,163	5,795,195	5,935,670	6,040,451
Durham-Chapel Hill-Carrboro MPO	1,333,200	1,333,200	2,531,746	2,593,115	2,638,891
Gaston MPO	626,162	626,162	1,271,666	1,302,491	1,325,484
Greensboro MPO	1,235,628	1,235,628	2,611,733	2,675,041	2,722,263
Hickory MPO	476,596	476,596	1,157,864	1,185,931	1,206,866
High Point MPO	663,485	663,485	1,188,406	1,217,213	1,238,700
Kerr Tar RPO	526,605	526,605	618,464	633,456	644,638
Lake Norman RPO	692,963	692,963	930,941	953,507	970,339
Land of Sky RPO	175,296	175,296	125,312	128,349	130,615
Mecklenburg Union MPO	3,497,850	3,497,850	7,032,476	7,202,943	7,330,095
NW Piedmont RPO	149,800	149,800	237,230	242,981	247,270
Piedmont Triad RPO	325,673	325,673	663,795	679,885	691,887
Rocky Mount MPO	230,409	230,409	527,646	540,436	549,976
Rocky River RPO	75,627	75,627	145,657	149,187	151,821
Southwestern RPO	42,071	42,071	See LOSRPO	See LOSRPO	See LOSRPO
Triangle RPO	91,306	91,306	213,647	218,825	222,688
Unifour RPO	74,996	74,996	See HMPO	See HMPO	See HMPO
Upper Coastal Plain RPO	633,175	633,175	888,849	910,395	926,466
Winston-Salem MPO	1,382,506	1,382,506	2,227,739	2,281,740	2,322,019